

INTERNATIONAL COOPERATION IN THE PROTECTION OF THE INDONESIAN MIGRANT FISHING VESSELS CREW ON TAIWAN-FLAGGED SHIPS

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ABSTRACT

This study discusses the government's efforts to protect the Indonesian migrant fishing vessels crew on Taiwan-Flagged Ships. The high number of the Indonesian migrant fishing vessels crew has implications for various problems. The absence of a specific law in the protection of Indonesian migrant fishing vessels crew and the disharmony of regulation on the distribution of authority is the core of the problem. The exploitation experienced by Indonesian migrant crews, especially on fishing vessels Taiwan-Flagged ships, is quite high and has not been resolved. The researcher uses the concept of international cooperation and migrant workers to see the government's efforts. The method is qualitative using a descriptive approach through the collection of library research. The results found that the Indonesian government seeks to strengthen bilateral relations with Taiwan, establish cooperation with the International Labour Organization, International Organization of Migration and Interpol in order to ensure the protection of the Indonesian migrant fishing vessels crew.

Keywords: Indonesia, international cooperation, migran workers, Taiwan

ABSTRACT

Penelitian ini membahas mengenai upaya pemerintah dalam perlindungan Pekerja Migran Indonesia (PMI) Awak Kapal Perikanan Taiwan. Tingginya pengiriman PMI Awak Kapal terutama dalam sektor perikanan berimplikasi terhadap berbagai permasalahan. Tidak adanya hukum yang spesifik dalam perlindungan PMI-Awak Kapal perikanan serta ketidakharmonisan regulasi pembagian kewenangan merupakan inti dari permasalahan. Eksploitasi yang dialami oleh PMI Awak Kapal terutama pada kapal perikanan milik Taiwan terbilang cukup tinggi dan belum terselesaikan. Peneliti menggunakan konsep kerja sama internasional dan *migrant workers* untuk melihat upaya pemerintah. Adapun metode penelitian ini adalah kualitatif dengan menggunakan pendekatan deskriptif melalui pengumpulan data studi kepustakaan. Hasil penelitian menemukan bahwa pemerintah Indonesia berupaya melakukan penguatan hubungan bilateral dengan Taiwan, menjalin kerja sama dengan *International Labour Organization*, *International Organization of Migration*, dan Interpol dalam rangka memastikan perlindungan terhadap PMI Awak Kapal Perikanan.

Keywords: Indonesia, kerjasama internasional, pekerja migran,, Taiwan

INTRODUCTION

This study discusses the international cooperation efforts carried out by the Indonesian government in the protection of the Indonesian migrant fishing vessels crew on Taiwan-Flagged Ships or *Pekerja Migran Indonesia Awak Kapal Perikanan* (hereinafter called PMI AKP) who work on Taiwan fishing vessels. In this regard, Indonesian migrant protection is part of the state's responsibility toward its citizens working in other countries. Therefore, strengthening international cooperation with various actors is one of the important efforts in ensuring that Indonesian migrants get protection for their rights as migrant workers.

The Indonesian Migrant Workers Protection Agency or *Badan Perlindungan Pekerja Migran Indonesia* (BP2MI) stated that there has been an increase in Indonesian migrant fishing vessels crew from year to year. In 2020 there were 113,173 people, consisting of 36,784 formal Indonesian migrants and 76,300 informal Indonesian migrants (Badan Pelindungan Pekerja Migran Indonesia, 2020). Meanwhile, in the last decade, according to the Indonesian Ministry of Manpower, there has been an increase in public interest in working as an Indonesian migrant fishing vessels crew. Indonesian migrant fishing vessels crew can be interpreted as Indonesian citizens who work on foreign-flagged vessels. The factor in the increase in the delivery of Indonesian migrant fishing vessels crew is also due to the high profession of the Indonesian people as seafarers.

Based on data from the Ministry of Foreign Affairs, there are more than 200,000 Indonesian migrant fishing vessels crew who work on foreign-flagged vessels, with the highest placement in Taiwan and then South Korea (Badan Pelindungan Pekerja Migran Indonesia, 2020). The high interest of Indonesian seafarers who have the desire to work as Indonesian migrant fishing vessels crew fishing on Taiwan-flagged ships, because the standard for working as a crew is not as high as compared South Korean and Japanese ships (Damarsidi et al., 2017). However, Indonesia and Taiwan do not have political-diplomatic relations because Indonesia has a foreign policy of One China Policy, in which Taiwan is recognized as part of China.

The existence of this policy is an obstacle for the Indonesian government in protecting the Indonesian migrant fishing vessels crew. BP2MI data shows that in 2018 there were 128 complaints of exploitation of Taiwanese fishing vessel crew. Some of the problems that occur usually include unpaid salaries, job opportunity fraud, layoffs before the work agreement period ends, working hours exceeding operational limits, slavery, and violence until they are indicated to be victims of the crime of Trafficking in Persons (TIP) (Adela, 2019). The problems that occur in the Indonesian migrant fishing vessels crew on Taiwan-flagged ships can be classified as the

modern slavery category. Moreover, the protection of the Indonesian migrant fishing vessels crew who work on foreign ships is arguably difficult because of its location in the middle of the sea, so the government and law enforcement officers find it difficult to monitor and supervise intensely. The Indonesian government can only monitor work that is land-based and has not yet reached sea-based workers.

Furthermore, the instruments of national and international law ratified by Indonesia have not been maximized. The Indonesian government is still in the discourse stage in ratifying the International Labour Organization (ILO) Convention 188 on the protection of fishing vessel crews. Indonesia and Taiwan are countries that have not yet ratified the ILO Convention 188, this reflects that the weak protection from both sides of the country is not in line with the sending of the Indonesian migrant fishing vessels crew on Taiwan-flagged ships still very high.

Based on the explanation above, the purpose of this research is to find out how the Indonesian government's efforts to protect Indonesian migrant fishing vessels crew on Taiwan-flagged ships. This research is expected to contribute to the development of studies on Indonesian migrants and state protection for citizens. In addition, this research also contributes to the study of international cooperation in the study of International Relations.

CONCEPTUAL FRAMEWORK

Migrant Workers Concept

The definition of Migrant Worker according to Connie De La Vega is “a person who is to be engaged, is engaged or has been engaged in a remunerated activity in a State of which he or she is not a national” (de La Vega & Lozano-Batista, n.d.). A migrant worker refers to a person who will, is currently, or has been engaged in activities for remuneration in a country of which he is not a national. According to the ILO, the term migrant worker means a person who immigrates or who has migrated from one country to another intending to work other than as self-employed and includes anyone who is regularly admitted as a migrant worker (International Labour Organization, n.d.).

In the national context, the definition of migrant workers has been stated in Article 1 paragraph (2) of Law Number 18 of 2017 concerning the protection of Indonesian Migrant Workers. Definition of Migrant Worker, namely that every Indonesian citizen who will, is currently, or has been doing work by receiving wages outside the territory of the Republic of Indonesia. Article 18 of 2017 states that Indonesian migrant workers must be protected from any treatment that violates human rights.

The purpose of implementing Indonesian migrant workers' protection has also been stated in Article Law No. 18 of 2017 which is to guarantee the fulfillment of rights and the enforcement of human rights as citizens and workers as well as guarantee legal, economic, and social protection for them and their families. There are several types of people who can be considered migrant workers, namely border workers, seasonal workers, sailors, offshore installation workers, mobile workers, project-bound workers, certain job workers, and independent workers (Edelenbos, 2005). In this study, the author uses the concept of migrant workers to explain the Indonesian migrant fishing vessels crew. Indonesian migrant workers who work as crews of fishing vessels on foreign-flagged vessels are one of the types of migrant workers.

International Cooperation Concept

The concept of international cooperation can be interpreted as a form of relationship carried out by a country with other countries that aims to meet the needs of the people and for the benefit of the countries (Bagaskara & Pattipelohy, 2018). In international cooperation, there are several actors involved, not only countries but also transgovernmental, transnational private governments, and transnational public-private partnerships (Paulo, 2014).

According to KJ Holsti, international cooperation holds the view that two or more interests, values, or goals meet each other and can produce something that can be promoted or fulfilled by all parties at once. In international cooperation, policies set by a country can assist other countries in helping other countries achieve their goals (Suryadi, 2015). International cooperation is carried out by countries that take shelter in international organizations or institutions. International cooperation can also be interpreted as an effort by a country to take advantage of other parties or countries in the process of fulfilling their needs.

International cooperation also includes cooperation in the political, social, economic, cultural, defense and security fields, guided by the foreign policies of each country. International cooperation is growing, marked by the number of collaborations between countries and non-states, such as international organizations and institutions. Before the concept of international cooperation developed, traditional international cooperation only involved cooperation between the governments of one country and another through domestic and foreign policies.

In this study, the author uses the concept of international cooperation to explain that the cooperation between the Indonesian government and various actors/parties, is the cooperation between the Indonesian government and Taiwan and cooperation with various international organizations. The collaboration between the Indonesian government and international

organizations is in resolving several problems related to the Indonesian migrant fishing vessels crew on Taiwan-flagged ships, for example, the problem of people smuggling and human trafficking which is included in the TIP case. Some of the collaborations carried out by the Indonesian government with the international organization are collaborations with the ILO, International Organization of Migration (IOM), and Interpol.

RESEARCH METHODS

This research is a research with a qualitative approach. Judging from the purpose, this research is descriptive research, which aims to describe an existing phenomenon (Ikbar, 2014). The data collection technique is a literature study with data collection carried out with data or information material through scientific journals, reference books, and available publication materials (Ruslan, 2008). Data analysis involves four stages, namely data collection, data reduction, data presentation, and concluding.

RESULTS AND DISCUSSION

The Main Problems of Indonesian Migrant Fishing Vessels Crew

Indonesia is a country with the highest sending (sending country) labor workers, especially in the field of semi-skilled occupations in Asia. BP2MI said Indonesia was experiencing a change in the trend of labor migration, where there had been an increase in the delivery of Indonesian migrant fishing vessels crew, especially to Taiwan. The high number of Indonesian migrant fishing vessels crew placements for Taiwanese fishing vessels is also because in 2019 the basic salary offered by Taiwanese vessels was NT 23,800 or around Rp. 11.9 million. Wages are very high compared to the income of seafarers in Indonesia, which on average only earns 2.5 million, making the delivery of Indonesian migrant fishing vessels crew on Taiwan-flagged ships relatively high (Octaviani & Harimuddin, 2022).

Furthermore, Taiwan is one of the largest Distant Water Fishing (DWF) countries in the world. The Taiwanese government implements the Act for Distant Water Fisher or the Law supporting fishing vessels in distant waters. The enactment of the Act for Distant Water Fisher by Taiwan causes Taiwan to need a lot of manpower in the fishing sector. The Taiwanese government sets the salary for migrant crew members by the Manpower Act, which is US\$800 or around Rp. 11.200,000. The Taiwanese government also makes a policy that migrant crew members are required to pay a service fee to recruitment agencies of US\$60 per month for the first year. In the second and third years, the migrant crew members also paid US\$50. Employers

are also entitled to deduct food and accommodation costs by US\$150 per month. The net wage for migrant crew members can be estimated at US\$600 after deducting accommodation, service, and meal costs (Yen & Liuhuang, 2021).

In addition, Taiwan's long-distance fishing fleet can sail on the sea within a period of several months to years. Long-distance fishing vessels can even transfer fuel oil, supplies, and crew members to fish in the middle of the sea. Under these conditions, it triggers the practice of labor violations or forced harbors to people smuggling.

The number of fishing vessels with the Taiwan flag makes Taiwan reported as the country with the largest network of illegal fishing activities. Based on data published by the Global Initiative, Taiwanese-flagged fishing vessels committed the transnational organized crime in 2019. The illegal fishing index of Taiwanese fishing vessels is 3.34 out of 5 which makes Taiwan the country with the second-highest illegal fishing in the world. On a Taiwanese fishing boat, there are more than 20,000 migrant workers, the majority of which are from Indonesia and the Philippines (Soulina & Yovani, 2020).

According to the ILO, the fishing industry is the job with the weakest level of security in the world. The high number of accidents and deaths, especially on long-distance fishing fleets, has led to high complaints of human rights injustice. Because long-distance fishing fleets can survive in the middle of the sea for several months to years at once with the transfer of fuel oil. This condition resulted in many practices of labor violations that occurred (Witono & Nuzula, 2019).

Complaints that have been recorded consist of Indonesian migrant fishing vessels crew both procedurally and non-procedurally. The recording of complaints by Indonesian migrant fishing vessels crew is because the distribution in Taiwan is mostly centered in the territory of Taiwan. In the case of Indonesian migrant fishing vessels crew with placement on a fishing vessel in Taiwan, this is the case with the highest exploitation compared to fishing vessels belonging to South Korea and Japan.

Some of the problems that occurred in Indonesian migrant fishing vessels crew on Taiwan-flagged ships, among others, was the case of manpower. There are many cases where Indonesian migrant fishing vessels crew are sent by ships that do not match the original destination country but are sent to other countries, these shipments are also not included in the Taiwan immigration documents. This situation shows that the Indonesian migrant fishing vessels crew do not have a work visa and only get a seafarer's visa. So if there is a problem, they cannot ask the Taiwan government for help (Soulina & Yovani, 2020).

In addition, it is also suspected that the practice of modern slavery has occurred. Modern slavery is defined as work without pay and being under threat of violence. Often the practice of modern slavery is carried out by restricting freedom of movement through physical ties by withholding a passport or identity document. The exploitation experienced by Indonesian migrant fishing vessels crew belongs to the industrial slavery group. The high modern slavery that occurs in Taiwanese fishing vessels is due to the international demand for cheap seafood. The increase in demand is a trigger for the occurrence of transnational crime in the fisheries sector. Taiwanese fishing businesses want very cheap labor that can reduce production costs.

Thus, business actors can reduce product prices to remain competitive. To get cheap labor, Taiwanese fishing business actors seek workers illegally, this is in line with the main goal of business organizations, namely to make profits even if they have to be achieved by violating the rule of law (Yuliantiningsih & Barkhuizen, 2021). Problems that occur by Indonesian migrant fishing vessels crew include unpaid salaries, job opportunity fraud, layoffs before the work agreement period ends, working hours exceeding operational limits, and violence until they are indicated to be victims of the crime of trafficking in persons.

Indonesian Migrant Fishing Vessels Crew Protection Problems

The problem of protecting Indonesian migrant fishing vessels crews begins with disharmony in the regulation of the distribution of authority. The overlapping policies in granting permits for placement implementers are also evidenced by the dualism of licensing for implementing Indonesian migrant fishing vessels crew placements. The dualism of licensing the placement, namely by manning agents who already have a business license for recruitment and placement of crews or Surat Izin Usaha Perekrutan dan Penempatan Awak Kapal (SIUPPAK) from the Ministry of Transportation of the Republic of Indonesia. Second, a manning agency that has a permit for the placement of Indonesian migrant workers or Surat Izin Penempatan Pekerja Migran Indonesia (SIP3MI) from the Ministry of Manpower of the Republic of Indonesia. In addition, several manning agencies only have a trade business permit or Surat Izin Usaha Perdagangan (SIUP) from the Ministry of Trade (Witono & Nuzula, 2019).

In addition to the overlap, the involvement of the mafia under the guise of a manning agency makes the problem of protecting Indonesian migrant fishing vessels crew even more complicated. Illegal manning agencies, especially in the placement of fishing boat crews in Indonesia, are very well organized because on average, illegal manning agencies have a very wide network. The manning agency also committed the crime of fraudulent employment

agreement in which the agreement was very burdensome for the Indonesian migrant fishing vessels crew.

In addition, the Indonesian government does not have a single database containing information about the manning agency authority, the number of Indonesian migrant fishing vessels crew, and foreign fishing vessel owners. In inputting the Indonesian migrant fishing vessels crew database, it can be said that it is very difficult because many Indonesian migrant fishing vessels crew use the letter of guarantee system.

The Efforts to Protection Indonesian Migrant Workers on Taiwan-Flagged Ships *Strengthening Indonesia-Taiwan Bilateral Relations*

The Indonesian migrant fishing vessels crew placement process for fishing vessels is carried out private to private. In the private to private placement scheme, a forging process is carried out with the relevant manning agency in Taiwan. In the process of placing Indonesian migrant fishing vessels crew, the Taiwan government cannot do it. The absence of intervention by the Taiwan government in the process of placing Indonesian migrant fishing vessels crew is because Indonesia adheres to the One China Policy and does not have official diplomatic relations. To overcome the instability in the placement of the Indonesian migrant fishing vessels crew, the Indonesian Ministry of Manpower, BP2MI, and the Indonesian Economic and Trade Office in Taipei is working with the Taiwan government to improve the placement.

Efforts made by Taiwan in overcoming the problem of Indonesian migrant fishing vessels crew that have occurred on fishing vessels are making several special programs. One of the policies that have been issued by the Taiwan government in overcoming the Indonesian migrant workers' problem with fishing vessel crews is the restoration of the placement in all sectors. The Indonesian government is also trying to ratify the MoU on the protection and placement of Indonesian migrant fishing vessels crew with Taiwan.

The MoU that has been agreed upon by the Indonesian-Taiwan government regarding recruitment, protection, and placement has indeed provided a mutually beneficial relationship for both parties. In the MoU, there has been the development of work assistance. The contents of the MoU related to recruitment, protection, and placement contain that Indonesian citizens employed in the Taiwan area will be represented by The Taipei Economic and Trade Office (TETO) by laws and regulations. The MoU also discusses the employment contract which will be made by the employer and agreed upon by the worker which includes rights, obligations, working hours, period of work, wages, and insurance.

The MoU related to recruitment, protection, and placement also states that *Perusahaan Penempatan Pekerja Migran Indonesia (P3MI)* is a company that has been granted a permit in the territory of Indonesia. The Indonesian and Taiwan governments have not yet ratified the rules regarding the placement, recruitment, and protection of Indonesian migrant fishing vessels crew. To prevent workers from becoming victims of human rights violations, Indonesia-Taiwan has agreed to cooperate in preventing the increasing number of victims of human rights violations. The settlement by the Taiwan government at this time is that the victim gets legal protection for the period that has been set. To initiate a new MoU on alignment in the recruitment, protection, and placement of Indonesian migrant fishing vessels crew.

The increase in Indonesia-Taiwan bilateral cooperation regarding the initiation of the MoU is analyzed using the framework of international cooperation. The government as the main actor carries out this international cooperation to achieve a common interest. In the case of Indonesian migrant fishing vessels crew on Taiwan-flagged ships, the two sides will negotiate verbally and in writing, which will create harmony through reciprocal relations (Utami, 2020)

Currently, in protecting the Indonesian migrant fishing vessels crew on Taiwan-flagged ships, Indonesia has ratified the ILO Instrument, namely the standards on freedom of association. The instrument contains the right to establish and join an organization, to receive and enjoy protection against anti-union discrimination, and to earn a decent salary. The problems that occur on Taiwanese fishing vessels are very high and are not caused only by external factors. From the ratification of the instrument, it will be used as a standard in the Indonesian government's efforts to overcome the Indonesian migrant fishing vessels crew on Taiwan-flagged ships (Ndarujati, 2021).

Cooperation with the International Labour Organization

The ILO has comprehensively promoted the empowerment and protection of Indonesian workers by establishing partnerships with stakeholders to NGOs engaged in employment. The ILO also participated in the drafting of a bill on workers' rights and working conditions in 2004. Comprehensive cooperation has been established by Indonesia through the ratification of conventions as well as labor reform. Several conventions have been ratified and have become derivatives of the Act, namely the Maritime Labor Convention 2006 through Law no. 15 of 2016, ILO Convention No. 187 concerning occupational safety through Presidential Regulation No. 4 of 2014. Currently, the ILO intensively supervises employment in the fishery sector. In a survey

conducted by the ILO in 2013 as many as 7.919 Indonesian migrant fishing vessels crew on Taiwan-flagged ships.

According to the ILO, the lack of transparency and very poor implementation, and no MoU that regulates the protection of Indonesian migrant fishing vessels crew has led to high exploitation problems. In dealing with the problem of migrant fishery crew members, the ILO has issued ILO 188-Work In Fishing Convention. The collaboration between the Ministry of Manpower and the ILO is Capacity Building related to the implementation of Joint Inspection on fishing vessels between labor inspectors, fisheries inspectors, and Marine Inspectors. The Ministry of Manpower will review the alignment of the National Legislation with ILO Convention 188.

Cooperation with the International Organization for Migration

In handling cases of the problem of Indonesian migrant fishing vessels crew on Taiwan-flagged ships, the government cooperates with IOM. Problems that are the main focus of IOM are those related to human rights and immigration, namely the problem of trafficking and human smuggling. In eradicating TIP, IOM focuses on the aspect of preventing trafficking. In anticipating the high rate of TIP, IOM has collaborated with the Indonesian government in encouraging the acceleration of the establishment of a legal instrument for TIP.

In partnership with IOM, Indonesia has technical agreements for the provision of victim services with 24 NGOs including fishermen's unions. In the work program that has been agreed upon by Indonesia and IOM, namely a feasibility study and elimination of recruitment fees with the Ministry of Manpower. Many illegal manning agencies IOM also provides counseling to manning agencies through several pieces of training and assistance to raise standards for good recruitment principles. In dealing with the problem of migrant workers in Indonesia, IOM has entered into an MoU with BP2MI. The collaboration has been established and has been signed by both parties since November 25, 2021. The collaboration between BP2MI and IOM is on the protection of Indonesian migrant workers and their families.

The work program that has been made between IOM and BP2MI in protecting PMI is to assist PMI and their families through capacity-building activities (Badan Pelindungan Pekerja Migran Indonesia, 2021). IOM and Indonesia also strengthen early detection, guidance, and supervision of P3MI and jointly with companies that place Indonesian migrant fishing vessels crew.

To improve the mechanism, IOM conducts training for officers in case identification and assistance. To strengthen early detection, IOM and the Ministry of Maritime Affairs of the Republic of Indonesia collaborated to develop a mobile application for rapid screening of potential TIP cases on fishing vessels. The application is designed to support a quick assessment based on the collected information such as living and working conditions, employment status, and age of crew members. Cooperating with IOM is a good first step and makes it easier for the government to deal with TIP on Taiwanese fishing vessels. The government can focus more on victim protection while IOM is in charge of socializing and providing assistance such as legal, reintegration, medical, and repatriation of victims to their country of origin (Putri & Utomo, 2019).

Cooperation with International Criminal Police Organization

Interpol is an IGO formed from a mutual agreement between countries, in practice, Interpol is the same as an international organization, namely on a regional, inter-regional or inter-world basis. Indonesia's cooperation with Interpol has made many efforts to prevent problems, namely cybercrime, and the Anti Terrorist Unit. The act of TIP Indonesian migrant fishing vessels crew is included in the category of Transnational Organized Crime. In this case, Interpol as an organization that deals with the international crime are very much needed in overcoming this problem.

The high crime rate in the fisheries sector has resulted in many victims of human rights violations. Interpol in helping Indonesia fight TIP, which is a global crime, has a special program, namely the Regional Investigative and Analytical Case Meeting (RIACM). The program is a meeting in case investigations for investigations from various countries (INTERPOL, n.d.). To resolve the TIP crime that has occurred, Indonesian migrant fishing vessels crew Interpol also conducts a Multilateral Investigation Support Team (MIST). The investigation was used as a forum for meetings between countries to bring together experts from within and outside the country (Octaviani & Harimuddin, 2022).

CONCLUSION

The exploitation of the Indonesian migrant fishing vessels crew on Taiwan-flagged ships is an unresolved problem. The problems that occur by Indonesian migrant fishing vessels crew are now modern slavery, which often includes unpaid salaries, job opportunity fraud, layoffs before the work agreement period ends, working hours exceeding operational limits, and violence

is indicated to be victims of trafficking in persons. The absence of specific regulations governing the protection of Indonesian migrant fishing vessels crew has resulted in a very high level of exploitation. Coupled with the overlapping permits for the placement of Indonesian migrant fishing vessels crew on Taiwan-flagged ships.

In carrying out its role, the Indonesian Government strengthens bilateral relations with Taiwan as a way to protect Indonesian citizens and interests. In protecting the Indonesian fishing boat crew PMI, the Indonesian government seeks to renew bilateral cooperation between countries of placement. In addition to strengthening bilateral relations, the Indonesian government also cooperates with the ILO, IMO, and Interpol.

Furthermore, the Government of Indonesia is currently in the stage of forming a presidential regulation on the procedures, implementation, and protection of Indonesian migrant fishing vessels crew which has adopted ILO Convention 188 which will later become a derivative of Law no. 18 of 2017 concerning the protection of migrant workers. This is an alignment of national legislation with ILO Convention 188 as a pillar of international conventions as a result of international law that protects seafarers in the fisheries sector.

Meanwhile, in improving the regulatory overlap between stakeholders, the Indonesian president provides a solution, namely to seek to conduct piloting joint inspections on ships between labor inspectors, fisheries inspectors, and marine inspectors. Strengthening communication networks and approaches with various groups related to the process of monitoring and collecting data on the presence of Indonesian migrant fishing vessels crew on foreign-flagged vessels so that they can be detected and receive proper handling.

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